



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

September 2012 Supplement 1

FROM THE AIR TRAFFIC MANAGER

As promised, I am distributing this “supplement” to the monthly *Newsletter* to enlighten everyone on the latest information I have about the Taxiway Alpha Rehabilitation Project at Addison Airport. The first phase of construction will be occurring on the north holding pad, or “run-up area” as it is routinely referred to. The construction crews will be removing the current pavements then constructing a newly designed (geometrically shaped) concrete “run-up area” and relocating and rebuilding the service road that is currently east of the “run-up area.” This phase of the project is scheduled to begin, as planned, on Monday, September 24 and is scheduled to be completed by Wednesday, November 21 (the day before Thanksgiving). This scheduled date of completion, as with any project of this type, could move a bit either way, depending upon the weather.

The portion of Taxiway Alpha, north of Taxiway Juliet, will be closed throughout this phase of the project. As you can see from the picture of the affected area on the next page, all aircraft will have to enter the runway on Taxiway Juliet, or another intersection south of Taxiway Juliet when operating on Runway 15 for takeoff. When operating on Runway 33, the last available exit point will be Taxiway Juliet. If an aircraft has to go past Taxiway Juliet when landing, they will be required to make the 180 degree turn on the runway and taxi back for exit at Taxiway Juliet.

The length of runway available for takeoff from Taxiway Juliet is 6,850 feet. If the full length, 7202, is required, please make this request when advising the tower that you are ready for takeoff. This request will be honored, but may result a small delay, as more spacing will have to be available between the aircraft requesting full length and all aircraft on final approach, as the taxi time to the end of the runway will be longer.

There will not be enough available space on Taxiway Alpha, north of Taxiway Juliet for an aircraft to taxi past the intersection and turn around to provide access to the runway for a trailing aircraft. This may result in some short delays for departures. If an IFR aircraft is first in line and the controller cannot get an approval from approach control (what we call a “release”) to clear it for takeoff, any aircraft behind the IFR aircraft will have to wait to get to the runway for departure.

We will sometimes be able to allow aircraft to depart from Taxiway Hotel, Golf, or Foxtrot if requested. The lengths of runway available for takeoff on Runway 15 from these intersections are:

Hotel – 5150 feet

Golf – 4350 feet

Foxtrot – 3050 feet



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

September 2012 Supplement 1

ADS Airport Diagram.pdf - Adobe Reader

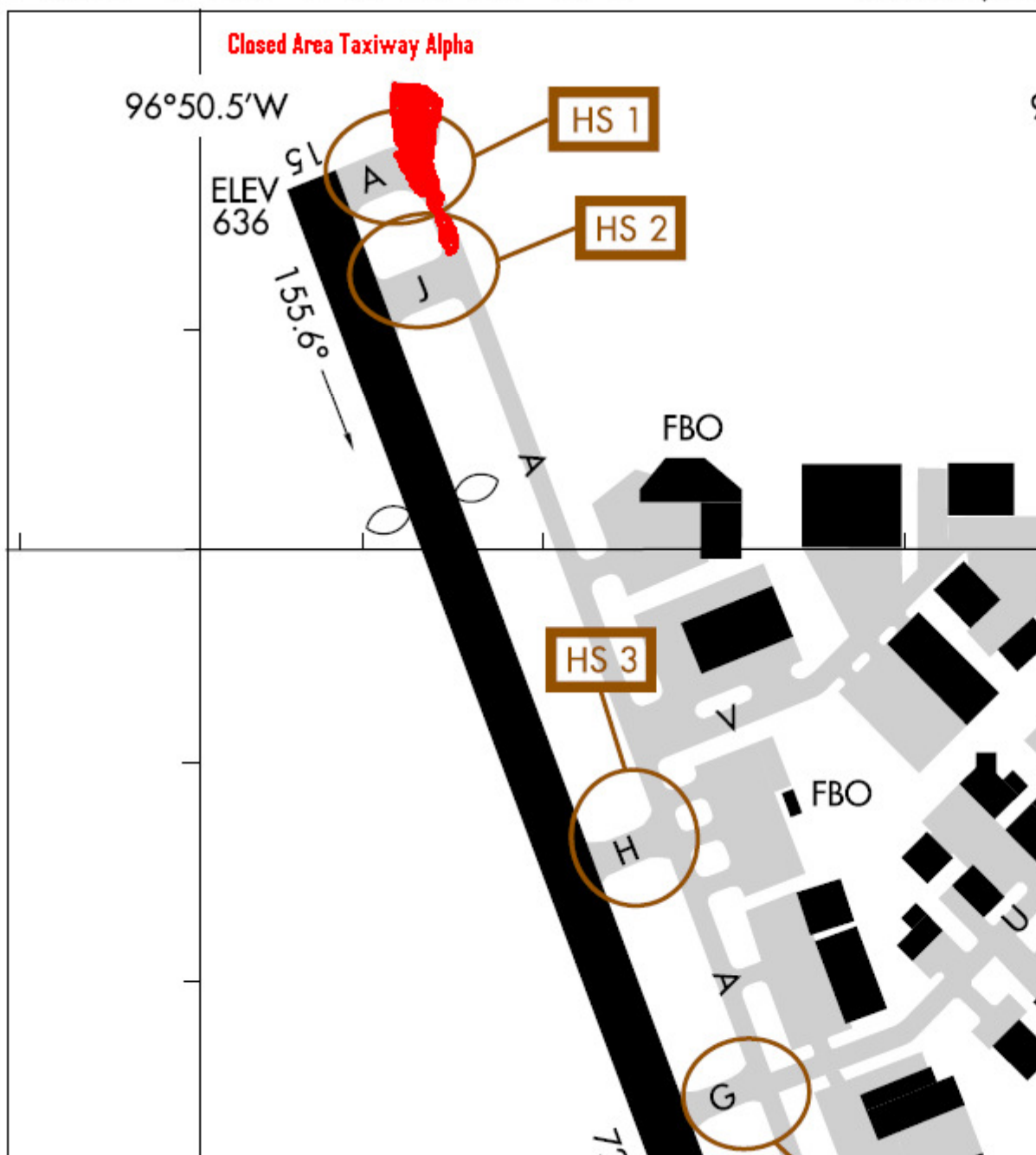
File Edit View Window Help



12096

AIRPORT DIAGRAM

AL-768 (FAA)



SC-2, 2



ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

September 2012 Supplement 1

We ask that anyone that desires to depart from an intersection south of Taxiway Juliet to please advise the ground controller of this request before just stopping there and blocking up all of the traffic. Such blockage can result in aircraft exiting the runway not being able to taxi to their desired ramps and backing up traffic. Such traffic stoppage could result in a blockage of the runway exits south of Taxiway Juliet making the runway unusable because there would be landing traffic that cannot clear the runway onto Taxiway Alpha.

There may also be short departure delays when operating on Runway 33 if an aircraft has to go past Taxiway Juliet to stop when landing. Their turn around on the runway and taxi back to Juliet will require more spacing with a trailing landing aircraft and might eliminate the ability to have departed an aircraft between the two.

As stated in the “regular” September issue of the *Newsletter*, there will be many more vehicles, personnel, and equipment moving about the airport during this project. Everyone needs to keep their eyes open and maintain awareness of what is happening around them. Please, drive “friendly”. If you are in a car, pickup truck, tug, etc. you should be aware that a large dump truck, tractor, etc. can’t always pull off the service road and give way to you as easily as you can for them. Conversely, if you drive such large vehicles, be ready to exit the service road where you can, when needed. Everyone should also remember that taxiing aircraft always have the right of way. If you are not sure where the aircraft is going; stop, wait, and be safe.

The construction crews will be required to work in portions of the runway safety area when replacing some of the lights and signage during this and a couple of other phases of the project. This will result in a need to either; close a portion of the runway and displace the runway thresholds (shortening the available lengths for both departure and arrival operations), or a complete runway closure to do some of this work. The plan is to do two (2) of these threshold displacements for Runway 15 with a partial closure of the north end of the runway on two weekends during this phase. I do not yet have specific dates and times, but expect it will be in early November, weather permitting. During these displacements, both ILS systems and the Runway 15 approach lighting will be unusable. The Precision Approach Path Indicators (PAPI) lights will also be unusable on Runway 15. This may cause some of you to have to divert if the weather does not cooperate, or if you need more runway length than will be available. I will send out another “supplemental” *Newsletter* when I get specific information on this.

The project is scheduled to last a total of 218 days for all phases, but may be longer with weather delays. There will be a lot more information to come.

Harland B. (Blaine) Herron
harland.b.herron@faa.gov